

# The China Mail

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日六初月四周年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATHES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street; W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—AMÉDÉE PRINCE & CO., 39, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The APOTHECARIES Co., Colombo.

SINGAPORE STRAITS, &c.—SAYLOR & Co., Square, Singapore. O. HEINZEN & Co., Co., Manila.

CHINA.—MAZO, R. DE CRUZ, SANTOS, QUENTIN & Co., Amoy, N. MOAHL, FOOKEE, HANSON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALTER, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

### NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent maximum interest.

4. Interest at the rate of 3% per cent. will be allowed to depositors on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank and is forwarded free by the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

JOHN WALTER,

Acting Chief Manager.

Hongkong, June 7, 1881. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
LENDER'S LIABILITY OF PRO-  
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—M. GROTE, Esq.  
Deputy Chairman—O. D. BOTTOMLEY, Esq.  
Hon. J. BILL IRVING, Esq.  
W. H. F. DARBY, Esq.  
H. L. DAILEY, Esq.  
J. S. MOSES, Esq.  
Hon. F. D. SASSON, Esq.

CHIN. MANAGER.  
Hongkong....THOMAS JACKSON, Esq.  
Acting Chief Manager—JOHN WALTER, Esq.  
MANAGER.  
Shanghai....EDWIN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BANK DISCOUNTS.  
Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drays granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.

Hongkong, May 27, 1887. 363

## Intimations.

THE SHARK FISHERY COMPANY,  
LIMITED.

APPLICATIONS for SHARES will be received by the SECRETARY until further Notice.

JOHN WILLMOTT,  
Secretary.

Hongkong, May 23, 1887. 983

## Intimations.

### BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 30th Instant, (Wint Monday).

For the Chartered Merchantile Bank of India, London and China,  
JOHN THURBURN,  
Manager, Hongkong.

For the Chartered Bank of India, Australia and China,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation,  
JOHN WALTER,  
Acting Chief Manager.

For the Comptoir d'Escompte de Paris,  
J. ARRANGER,  
Acting Agent.

For the New Oriental Bank Corporation, Limited,  
E. W. RUTTER,  
Manager, Hongkong.

Hongkong, May 26, 1887. 1007

Estate of HARRISON TATE BEWLEY,  
Decased, formerly CHIEF ENGINEER of Steamer "Taïwan".

ALL PERSONS INDEBTED to the above Estate are requested to make immediate Payment to the Undersigned, and those who have CLAIMS against the same must present them for Payment, properly witnessed, not later than SATURDAY, the 4th June next, after which date no Claims will be recognized.

BUTTERFIELD & SWIRE,  
Agents for the Executrix.  
Hongkong, May 25, 1887. 1001

D. K. GRIFFITH & Co.,  
THE LONDON AERATED WATERS  
MANUFACTURERS,  
1, DUDDELL STREET,  
CONTINUED TO SUPPLY  
Their popular AERATED DRINKS, viz.:—  
SODA WATER,  
TONIC WATER,  
SIZZLER WATER,  
SABAPARILLA,  
LEMONADE,  
GINGERADE,  
RASPBERRYADE,  
&c., &c., &c.  
SPECIAL RATES to LARGE  
CONSUMERS.  
Hongkong, May 6, 1887. 505

HONGKONG BRICK AND CEMENT  
COMPANY, LIMITED  
OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS of SUPERIOR  
QUALITY FOR SALE.  
PRICES, \$30 PER 1,000.

The following Testimonial has been re-  
ceived from F. W. CROSS, Esq., Manager,  
HONGKONG and CHINA GAS COMPANY,  
LIMITED:—

"I have herewith much pleasure in testi-  
fying to the quality of the Fire Bricks as  
made by you at your new works."

"In comparison the Brick is light and soft  
as compared with the ordinary Fire Brick  
used in the Colony, but this I may say is  
characteristic of the best English Fire  
Brick."

"After a very severe test I have no hesita-  
tion in saying that this Brick is admirably  
suited to resist any degree of heat that it  
may be likely to undergo and for all pur-  
poses that Fire Bricks are used for."

"I am now about to build them into one  
of my Furnaces and have no doubt of their  
being able to stand as well as the English  
Fire Bricks I have been using."

Hongkong, May 23, 1887. 581

COULDRELL & CO.,  
DUDDELL STREET,  
Next to the New Oriental Bank.

EX. LATE ARRIVALS.

OUR SPRING STOCK OF  
GENTLEMEN'S SHIRTS and COLLARS,  
UNDERVESTS,  
PANTS and HALF-HOSE,  
BOOTS and SHOES,  
CHRISTY'S FELT, TERAI and STRAW HATS,  
UMBRELLAS,  
HANDKERCHIEFS, &c.

Hongkong, April 6, 1887. 644

ROBERT LANG & Co.,  
Tailors, Hatters, Shirtmakers & General Outfitters,  
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).  
(+)

Victoria Hotel,  
Praya and Queen's Road Central, Hongkong.

NOTICE.

HONGKONG AND WHAMPÖA DOCK  
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are  
respectfully informed that if upon  
their arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

The Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.

HONGKONG, August 25, 1888. 1488

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NOTICE.

N HOLDERS of the above Company  
that in pursuance of Article 11 of the  
Company's Articles of Association a FINAL  
CALL of 85 PER SHARE will be made on  
the 3rd day of JUNE, 1887. Payable at  
the HONGKONG and SHANGHAI BANKING  
CORPORATION.

And further that INTEREST at the Rate  
of 10 PER CENT per Annum will be charged  
on ALL CALLS which shall remain UNPAID  
after the 3rd day of JUNE, 1887.

The Transfer BOOKS of the Company to be  
closed from the 27th day to the  
3rd June, 1887, both days inclusive.

A. M. GOUDIN,  
Secretary.

Hongkong, April 16, 1887. 733

## Business Notices.

### Summer!

**LANE, CRAWFORD & CO. & CO.**

ARE NOW SHOWING NEW GOODS IN THEIR  
GENTLEMEN'S OUTFITTING DEPARTMENT,  
INCLUDING MANY NOVELTIES, &c.

UNDERSHIRTS and DRAVERS,  
Fancy and Plain SUMMER HALF-HOSE.

Now LAWN TENNIS JERSEYS.  
SILK and WOOL and SILK TENNIS SHIRTS.

FANCY CAMBRIc SCARFS and TIES.

The Newest SUMMER CRAVATS.

BATHING COSTUMES and DRESSES.

LADIES' Fancy BATH WRAPS.

RATE TOWELS and SPONGES.

UMBRELLAS and RAIN COATS.

LADIES' WATERPROOF COATs.

LANE, CRAWFORD & CO.'s Special Extra Thin CAMBRIc SHIRTS.

LANE, CRAWFORD & CO.'s 'TOPICAL' FELT HATS.

TERAI, SOFT FELT, and TENNIS HATS.

SUN HATS and STRAW HATS.

A full Assortment of SUMMER BOOTS, TENNIS SHOES, and TENNIS BATS.

LANE, CRAWFORD & CO.

Hongkong, May 18, 1887. 750

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of  
CROWN LAND by PUBLIC AUCTION, to  
be held on the Spot, on MONDAY, the  
6th day of JUNE, 1887, at 4 p.m., at Peak  
Road near the Albany, and at 5 p.m., at Richmond Road, are published for general  
information.

By Command,

FREDERICK STEWART,  
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,  
Hongkong, 14th May, 1887. 927

Particulars of the Letting by Public Au-  
ction, to be held on MONDAY, the 6th day of JUNE, 1887, at 4 p.m., by Order of His Excellency the Officer Administering the Government, of 3 Lots of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. Registry No. Peak Rd. near the Albany 75,000 600 140 91,400 40,000 5000

1 Lot No. 909 Richmond Road 157,739 144 357 38,000 150 2200 41,750 224 2225

2 ... 912 ... 250 320 200 41,750 224 2225

3 ... 932 ... 250 320 200 41,750 224 2225

For Sale.

TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE  
"GREEN MOUNT,"  
Situated on the BONHAM ROAD.

Apply to

GILMAN & Co.

Hongkong, March 17, 1887. 488

TO LET.

(With Possession from 1st July, 1887.)

THE OFFICES at present in the occu-  
pation of the CHINESE INSURANCE CO.,  
LTD., with COMPRADORE'S ROOM and  
SERVANTS' QUARTERS.

Apply to

ADAMSON, BELL & Co.

Hongkong, May 10, 1887

## THE CHINA MAIL.

[No. 7420.—MAY 28, 1887.]

## Insurance.

NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN &amp; CO.

Hongkong, January 1, 1882. 14

## NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON &amp; CO., Agents.

Hongkong, May 19, 1881. 93

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEEL &amp; CO.

Hongkong, May 20, 1887. 101

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Argus, British barque, Jas. H. Green.

Mesquites Maritimes.

Bengal, British steamer, Captain Robt. Farquhar.

Elwett, American ship, Captain J. A. Banston.

Mount Lebanon, Amer. barge, Capt. C. H. Nelson.

Sonnet, American barque, Haswell.

Wachusett, American ship, Capt. G. C. Oakland.

Order.

A Regular MEETING of the above LODGE will be held in Engineers' Hall, Zetland Street, on FRIDAY NEXT, the 3rd June, at 8.30 for 9 p.m., precisely. VISITING BROTHERS are cordially invited.

Hongkong, May 28, 1887. 1015

## ZETLAND LODGE.

No. 525.

A Regular MEETING of the above LODGE will be held in Engineers' Hall, Zetland Street, on FRIDAY NEXT, the 3rd June, at 8.30 for 9 p.m., precisely. VISITING BROTHERS are cordially invited.

Hongkong, May 28, 1887. 1015

## NOTICE.

I propose, if sufficient Inducement offers, to RUN a STEAM FERRY from POTTERY STREET WHARF (Victoria Hotel) to some WHARF on Steepletree's Island, during the Hot Season. This will enable those who have not the luxury of a PRIVATE LAUNCH to cross to the Island, and BATHE in CLEAN WATER for a very nominal amount.

The more Subscribers the less each will have to pay. At present I propose landing at the Government Wharf on Steepletree's Island. Bathers can please themselves as to how and where they bathe.

The LAUNCH will leave Hongkong at 5.15 p.m. sharp and leave Steepletree's 6.45. As the sea across and back takes 50 minutes, Bathers will have at least an hour on the Island and yet be able to return in good time for dinner at 7.30. I shall run 3 Nights a Week, certain THURSDAYS, and SATURDAYS; if it is found necessary to run Nightly I will do so. On SATURDAYS, I could leave say at 4.30 and return at 6.30 to 7.

Those wishing to SUPPORT this will greatly oblige by forwarding their Names to

E. MAURITIO,

c/o A. DA CRUZ.

Special arrangements for families.

Hongkong, May 28, 1887. 1018

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Volga.

Commandant BLANC, will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, May 28, 1887. 1016

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Pracaudy,

Commandant LARTIGUE, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, May 28, 1887. 1017

## To-day's Advertisements.

## UNION LINE.

FOR YOKOHAMA (DIRECT).  
The Steamship *Esopus*, Captain Gandy, will be despatched for the above Port on WEDNESDAY, the 1st June, at 3 p.m.

For Freight or Passage, apply to RUSSELL &amp; CO., Agents.

Hongkong, May 28, 1887. 1013

## STEAM TO SINGAPORE, PENANG AND BOMBAY.

The P. & O. S. N. Co.'s Steamship *Kashgar* will leave for the above places on FRIDAY, the 3rd June, at 3 p.m.

E. L. WOODIN, Acting Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, May 28, 1887. 1014

## SHIPPING.

## ARRIVALS.

May 28, 1887.—  
Mosqua, Russian volunteer fleet steamer, 2,344 tons, Otto Radloff, Singapore May 23, General RUSSIAN CONSUL.

Yangtze, British steamer, 814 T. F. Starling, Shanghai May 24, General—SIMSENSEN &amp; CO.

Asia, Danish steamer, 355 N. C. Revell, Haiphong May 25, General—ARMAND &amp; CO.

Horizon, Dutch steamer, 1,434 T. J. Wilkins, Amoy May 27, General—JARDINE, MATHER &amp; CO.

Peckili, British steamer, from Whampoa.

DEPARTURES.

May 28.—

Mercury, for Holkow and Singapore.

Panthaea, for Victoria B.C.

Fellowship, for Bangkok.

Alacrity, Brit. sailing-vessel, for a cruise.

Diamond, for Amoy and Manila.

Ningpo, for Shanghai.

First China Kiao, for Bangkok.

Japan, for Singapore and Calcutta.

Borneo, for Saigon and Singapore.

Lord of the Isles, for Yokohama.

Galaxy, for Shanghai.

Peckili, for Swatow and Chefoo.

Yangtze, for Whampoa.

## CLEARED.

Mercury, for Holkow and Singapore.

Athena, for Bangkok.

Neptune, for Kuching.

Fushan, for Shanghai.

Partridge, for Yokohama.

Namoa, for Coast Ports.

Misaki, for Nagasaki.

Actis, for Haiphong.

Auric, for Haiphong.

Maris, for Haiphong.

Greyhound, for Holkow and Pakhoi.

## PASSENGERS.

## ARRIVED.

Per Moskva, from Singapore, 144 Europeans.

Per Yawfze, from Shanghai, Mr Turner, and 8 Chinese.

Per Actis, from Haiphong, 3 Europeans, and 2 Chinese.

Per Borneo, from Amoy, 582 Chinese.

## DEPARTED.

Per McBeth, for Holkow, 60 Chinese.

Per Ningpo, for Shanghai, 2 Europeans, and 20 Chinese.

Per Phoenix, for Bangkok, 15 Chinese.

Per Peckili, for Shanghai, 3 Europeans, and 8 Chinese.

## TO DEPART.

Per Moskva, for Nagasaki, 144 Europeans.

Per Linne, for Haiphong, 15 Chinese.

Per Marie, for Haiphong, 20 Chinese.

## SHIPPING REPORTS.

The British steamer *Yangtze* reports

Bad fine weather throughout, with light Southerly winds, and calms.

## EXPORT CARGOES.

For S. S. Gloucester, sailed 17th May.

For London, 7,203 lbs. Tea containing

40,657 lbs. Congou, 104,055 lbs. Scented Caper, 6,357 lbs. Scented Orange Pecker, total 151,233 lbs. Tea. In transit, 300 lbs. Tea for South America, 800 lbs. Tea and 11 lbs. Sandries. For London, 213 rolls Matting, 10 casks Ginger, 333 Caper, 25 pkgs. Sandries. For London, 213 rolls Matting, 10 casks Ginger, 333 Caper, 25 pkgs. Sandries. For London, 200 lbs. Hemp and 314 pkgs. Coffee. Through from Japan, 29 bags Rice, 107 bags Ouncies. For Koloa, 426 bags Stone Powder, 29 bags Sandries. For Yokohama, 10 casks Yarn, 143 bags Tea-mats and 51 bags Sandries. For Vancouver, 40 casks Tea. For Victoria, 10 casks Opium, 250 bags Malai Bags and 199 pkgs. Merchandise. For San Francisco, 9,072 bags Rice, 1,177 pkgs. Beansacs, 3 cases Silk, 47 cases China-wares and 27 pkgs. Merchandise. For New York, 1 phg. Masting. For Montreal, 6 casks. For S. S. *Decima*, 1 case China-wares. Per S. S. *Decima*, sailed 19th May.

From Hongkong, Canton and Macao, 25,963 boxes Tea, containing

144,804 lbs. Congou, 355,832 lbs. Scented Caper, 3,738 lbs. Scented Orange Pecker.

Total weight 400,567 lbs.

For S. S. Gloucester, sailed 17th May.

For London, 7,203 lbs. Tea containing

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144,804 lbs.

## THE CHINA MAIL

Thanksgiving Service to be held on the day of the Celebration.

That the old organ seems to need rescue from the marine store-dealers; and this service, might well be performed by means of a lottery.

That the celebration of the Queen's Birthday produced an very pretty sight in the gaily-decked ships in harbour, and another in the evolution of the military on shore. That displays like that held on the Parade ground on Tuesday should be more frequent than they are, as they are calculated to exercise a most salutary influence upon the mass of the native population.

That an occasional march-out would do the troops no harm, while it would do the Chinese positive good.

That the Queen's Birthday celebration was concluded by an enjoyable dance at Government House, where the arrangements for the comfort of guests were exceedingly creditable to those concerned.

That the attitude assumed by the English Fire Insurance Companies is depreciated by the communities here and at Shanghai, and is not likely to do any good to them, while it will be the means of doing harm to the local Offices.

That the suspension of the tariff hitherto enforced without any restrictions as to rates places the interests of the foreign Companies in the unfeasted hands of more or less judicious Agents, some of whom at Shanghai certainly seem to have lacked the discretion here.

That our local Companies have taken the only course open to them by resolving to fight the opposition and prove to their clients that they can and will do as well for them as English offices want to do.

That business connections obtained by nearly twenty years of hard work and liberal dealing are worth retaining even at a disadvantage—if temporary.

That insurers have only to imagine what would be the result of the local Companies being wiped out, to cause them to appreciate their real friends.

That until the local Fire Insurance Companies were started rates of premium ranged from twice to four times higher than now, though first-class risks were then much safer from fire and water.

That the Hong-kong and China in close Alliance will rise like a Phoenix or the glorious Sun from their present Straits within this Jubilee year of our Royal and Imperial Queen, if their Northern friends are true to their Commercial instincts and set their face against London Assurance.

That this small 'conference' in Foochow will find the custodians of the Gibb Line a hard nut to crack, and, if ever it be cracked, the shippers to the Colonies will be sorry over after.

That though 'Shareholder,' who writes to the *China Express*, is somewhat astray both in fact and figures, there is a vast stratum of truth in his communication not unworthy of attention.

That it is not far from the truth that the local institution referred to has undoubtedly saddled itself with an architectural white Jumbo, of imposing appearance, but affording accommodation only in quite an inverse ratio to its elephantine proportions.

Had the position been otherwise utilised than it has been, there was ample space for the erection of a building capable, by judicious external arrangement, of accommodating, without squeezing, the entire staff—chief manager, sub-manager, and clerks, even up to the third or fourth generation—and plenty of office room to boot.

That as it is, the ground has, to my mind, been burdened with a mass of granite and brick, arranged in a sort of hotch-potch order of architectes, containing acres of unnecessary office room, and only accommodation for the clerks, which is so inadequate that it has to be supplemented by a house at the Peak for the pampered preposterous youthful Sawney and Diddie.

That the building is not devoid of certain 'points' of beauty, but these are almost entirely hidden by its proximity to Queen's Road, and one has to patronise the Peak Tramway to see them.

That, as was remarked by a British Naval A. B. with an eye for the beautiful, 'if she had been slowed and for end, then you might ha' seen something of her blooming figure-head.'

That of course there is nothing easier, not even falling off a log, than spending 'other people's money,' to which honour there are very great responsibilities attached, as Directors have before now found to their cost.

That Shareholders are beginning to think, with the light that has since been cast upon the working of the Institution, that rather than in the erection of a palatial building and in the generous bestowment of a princely 'kumshaw,' a better outlet for 'other people's money' would have been in making preparation for the even thus threatening sugar-quake in a neighbouring I. n.

That 'sweat are the lessons of adversity,' and the shareholders may still congratulate themselves that their ship is a very weatherly craft, and that they can safely put their faith to the men-at-the-wheel both bars and in the North.

BROWNE

MAN was treated first. Woman was a sort of remittance.

It is said of one fashionable young man that he never paid anything but a comp. break.

## THE FIRST TEA STEAMER.

Shanghai papers received to-day state that the *Moyne*, the first tea steamer from Hankow, arrived at the Red Buoy on Saturday morning (the 21st instant) soon after 11 o'clock, in charge of pilot Mobashy, after a run of thirty-six and a half hours. She immediately proceeded to sea, being piloted out by Mr Kofod. She had to slow down several times coming down the river on account of fog.

We understand that the *Glenyle* (Captain Gasson), which arrived here yesterday from home, passed the *Moyne* about 600 miles North of Singapore about eleven o'clock on Wednesday morning. If all went well, therefore, the *Moyne* should have arrived in Singapore early this morning. The *Glenyle* and *Kaisou* left Woosung within about five minutes of each other last year, and the former accomplished the journey to Singapore in 16 days 15 hours, beating the *Kaisou* by some seventeen or eighteen hours. The *Moyne* has probably done the passage of 2,200 miles in three or four hours more than was taken by the *Glenyle*. Her time from Hankow must probably be about 8 hours or 7 hours. She arrived at Singapore at five o'clock this morning, her speed, therefore, would be nearly 13.6 knots an hour, a speed which scarcely realises the expectations of the builders and owners. Through the *Moyne* will be the first home, but I predict that the *Glenyle* will make better time than she does, and this may constitute a grievous offence. "Her" in *Shanghai Courier*.

## CORRESPONDENCE.

## THE HANKOW TEA MARKET.

To the Editor of the "CHINA MAIL".  
Hongkong, 23rd May, 1887.

Sir,—Referring to your report last evening of yesterday's meeting of the Legislative Council, none of your readers having thought for the welfare of this Colony can be blamed for sympathising with the Hon. C. P. Chater's valuable suggestion to the Government that they should acquire by arrangement with the Opium Farmer, a share of the increased income accruing to him from the tea crop. The *Moyne* will probably be the next vessel to IL. The larger portion of these estates are Kinkiang teas, sold on chaff masters, the bulk not having yet been delivered.

No business has been done today, the teaman having been deliberating at the Guild since 10 a.m. The result has just been announced. The stock on hand will be offered to-morrow as usual, but the teamen have engaged themselves under a bond pledging them mutually to a penalty of ten taels per picul for all second and third crop tea they may pack, i.e. they will pack none. It remains to be seen how far this will be carried out. The growers are not ploddy, although of course the tea-houses will make them no advances: on the other hand they will be cheap, and there is nothing to prevent the Russians and other foreigners from packing it, shortly care to do so.

With regard to the first crop, teamen assert that of Hankow tea will 300,000 half chests and of Kinkiang tea, 300,000 half chests, in all 600,000 half ch.

The leaf, however, has been left so long before picking that the growers have obtained a largely increased weight from the roots, and the total will probably not fall short of 60,000,000 lbs. as against 55,000,000 lbs. last season. This, together with the ordinary supply from Foochow and Canton will provide more than ample for present home requirements, so that, although this radical determination of the teamen is likely to fail in buyers' confidence, it is to be hoped that before operating, they will allow prices to drop to a parity with present London values. To do this a full round of four taels from the price hitherto paid is required.

13th May.

The interregnum reported yesterday proved to be of short duration, business being resumed this morning as usual. Strong up-river winds, accompanied by heavy rains, have retarded arrivals and only 95 fresh musters were distributed to-day. Buying has gone on quickly, the day's sales aggregating 25,000 half-chests about equally divided between Russian and English buyers. Prices show a decline of 1 to 3 taels according to quality and it is evident that the Chinese themselves place little faith in the efficacy of their recent convention. It is apparent that if the market admits the leaf will be packed by the Opium Farmer, a matter which was raised in the *Glenyle* and *Anchies* during the discussion of the *Mercury* article, the *Glenyle* and *Anchies* will be compelled to follow suit, as Mr Chater indicated, he could well bear, and the analogous case at Penang cited by Mr Russell supports this assertion most conclusively.

So much for the revenues question; I now turn to the working of the Ordinance itself. It may be from ignorance of the circumstances that I did not regard it as a wise plan that the Opium Farmer should play the rôle reserved in the marts by the *Mercury* article. It is certainly to be expected that he will be compelled to invest him with inquisitorial powers, a matter which is of the greatest importance, as the smallness of the charge I suggest, as compared with what it would be subject to at a duty-paying port, has but to be advanced to defeat any such contention.

The importor would recover the charge when effecting a sale (at least it would rest with him to do so; and would he do otherwise?) while, as a consequence, the trade would bring home to the Opium Farmer his share of the burden, which no doubt, as Mr Chater indicated, he could well bear, and the analogous case at Penang cited by Mr Russell supports this assertion most conclusively.

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The *Glenyle* commenced loading to-day; it is advertised at £1, the same rate at which the *Moyne* has filled; the following steamers, viz.—*Anchies*, *Benares* and *Glenyle* (this latter arrived to-day) are asking £3. 10s.

19th May.

Buyers generally are engaged in picking out the best tea available in the wretched assortment on offer, leaving the mass of rubishy Oopack tea with which we are deluged, what is actually untouched; and the *Anchies* will not be able to get home in time to meet the demand for tea.

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I enclose my card and beg to subscribe myself,

Yours faithfully,  
PRACTICABILITY.

SUPREME COURT.  
IN CRIMINAL SESSIONS.  
(Before His Hon. J. Russell, Acting Chief Justice, and a Special Jury.)

Saturday, May 27.

## THE CHARGE OF ASSAULT.

The hearing of the case against U. T. Tsui was continued to-day.

Mr Brewster, instructed by Mr Deacon, for the prosecution; and Mr. J. F. Francis, Q.C., instructed by Mr. Wilkinson, of Messrs Caldwell and Wilkinson, appeared for the defence.

The following gentlemen were the special jurors—Messrs Fullerton, Henley,

and Brown.

The *Moyne* is nearly loaded and will leave on Friday certain, 16th inst.

The weather has been much against the loading of tea, raining since midday of the 15th inst.

The *Glenyle* has not a package on board.

Chargers are slack in buying, and the *Moyne* will have four or five days start of the second vessel.

Rumour has it that the *Glenyle* will be the second vessel away, but it is not at all certain. It is expected that the *Anchies* will soon begin to load.

The *Moyne* filled at £4 per ton.

She consumed 55 tons of coal in 24 hours.

The following gentlemen were the special jurors—Messrs Fullerton, Henley,

and Brown.

The *Moyne* was treated first. Woman was a sort of remittance.

It is said of one fashionable young man that he never paid anything but a comp. break.

Archies, which will get 23 ton per ton, only cost 21 tons of coal in 24 hours.

These figures show, with a little calculation, that the Blue-funnel liner, when the balance-sheets are made up, will make the best return to her owners.

Tuesday there are five British, one Russian, and one German steamer in port, in the smallest amount of tonnage which has been known for many years on the same date.

Last year the *Glenyle* and the *Kaisou* left on the morning of the 16th, and the *Moyne* will not get away till the 20th.

The *Glenyle* (Captain Gasson), which arrived here yesterday from home, passed the *Moyne* about 600 miles North of Singapore about eleven o'clock, in charge of pilot Mobashy, after a run of thirty-six and a half hours. She immediately proceeded to sea, being piloted out by Mr Kofod. She had to slow down several times coming down the river on account of fog.

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## MOTHER

## SEIGEL'S

## OPERATING PILLS,

FOR CONSTIPATION, SLUGGISH

LIVER, &amp;c.

**UNLIKE** many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.**Seigel's Operating Pills** are the best physical physician that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of Seigel's Operating Pills will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of Seigel's Operating Pills will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Oftentimes disease, or partially decayed food, causes sickness, nausea and diarrhoea. If the bowels are cleansed from this impurity with a dose of Seigel's Operating Pills, these disagreeable effects will vanish, and good health will result.

Seigel's Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

## PROPRIETORS:

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LONDON.

BY WATER, TANQUERAY &amp; Co. (late BYWATER, PEERY &amp; Co.) are agents for Residents abroad, Missionaries, Chaplains, &amp;c., in every part of the world. Goods and Outfits supplied at Wholesale prices. Shipping and passages arranged. Banking in all its branches. Full descriptive Catalogue post free. Office, 47, Queen Victoria Street, London. 2,000 References.

Government Notification.  
No. 56.HARBOUR DEPARTMENT.  
The following Rules regarding signalling at the Peak are published for general information.By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 17th February, 1883.SIGNAL STATION, VICTORIA PEAK, HONGKONG.  
1882 feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessel in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, or the vessel's Distinctive Feature substituted for the Compass Signal, and is kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hauled down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half-hour to show the Distance off at those times. When the vessel is between Green Island and the North Point, Hongkong, the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is dark to distinguish flag, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or Horns, and the Quarter of the Yard, or at the Yard Arm.

Note.—The Distance of vessels will be estimated from the Peak, and will be made known by means of the Numerals which are attached to the letters in the table of Miles.

More work for the Government printers  
—The Jubilee Review.H. G. THOMPTON, E.N.,  
Harbour Master, &c.

## Mails.

## Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING SHIPS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd Proximate, at 4 p.m.

The Company's STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 9th day of June, 1887, at 4 p.m. the Company's Steamship NACHSEN, Captain TARZEE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GIBRALTAR.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contests and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

## MELCHERS &amp; CO., Agents.

Hongkong, May 14, 1887. 916

U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on SATURDAY, the 11th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Ocean and Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

EXCLUS. PASSENG.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 29% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Pre-Paid and Specie (Gold) at the Office of the Agency's Office.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Package will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

## C. D. HARMAN, Agent.

Hongkong, May 14, 1887. 914

## NOW PUBLISHED.

## BUDDHISM: ITS HISTORICAL AND POPULAR ASPECTS, \* BY ERNEST J. EITEL, PH.D., TUBINGEN, THIRD EDITION, REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD &amp; Co.

Hongkong, August 20, 1884. 1884.

937

This Steamer calls at Marseilles.

## E. L. WOODIN, Acting Superintendent.

Hongkong, May 21, 1887. 937

## FOR SALE.

## A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LIBEL CASE OF REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK

AND OTHERS.

Price per Copy, 50 Cents.

China Mail Office.

937

## SHARE LIST.—QUOTATIONS.

MAY 28, 1887.

BANKS.

Hongkong and Shanghai Bank Corp.

50,000 £ 12s all \$ 4,500,000

\$ 25,315.43 at 30/ for 1 year

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136 % prem.

Tba. 23.65 for 1886

Tba. 265, seller

Tba. 100, buyer

Tba. 309,70% for 1886

Tba. 100

\$ 314,012.60 per sh. 65

\$ 80 per share, buyers

Tba. 187,524.20 20% annual

Tba. 667, seller

Tba. 22, buyer

Tba. 25,771.98 for 1886

\$ 230 per share, sellers

Tba. 328,567.45 3.75% for 1886

Tba. 600, seller

Tba. 245,738.44 6 for 1886

Tba. 90, seller

Tba. 17.00, nominal

Tba. 7,713.40, seller

Tba. 80, nominal

Tba. 75,832.62, seller

Tba. 80, nominal

Tba. 290,000, seller

Tba. 75,832.62, seller

Tba. 25,315.43, seller

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